

What's on and when and where.

June 20-21 BMFA East Anglian Gala Free Flight

Sat – BMFA Glider, Rubber and Power, Combined Vintage Rubber/Power, Classic Glider, Tailless, P30.

Sun – F1A, F1B, F1C/F1Q, Vintage Glider, Combined Classic Rubber/Power, Mini Vintage, Bowden, RAF Sculthorpe, Nr Fakenham. Contact Mike Woodhouse on 01603 457754 or Mike@freeflightsupplies.co.uk

June 27th and 28th Sam Gala at Old Warden. All the usual stuff. My weekend is booked!

July 5th Oxford MFC Dreaming Spires F/F Gala

Lightweight Rubber Vintage Glider, Classic Glider, Vintage HLG/Catapult, P30/E30, Silent Open Tailless, Rapier R30, All In F/F Scale (1.5cc Max, No Documentation). No Other Power Models, No Poles, Streamers, Bubbles etc. Port Meadow, Oxford. Contact Charlie Newman on 01865 426129

July 12 Indoor Free Flight Flying at Cardington

All Models Suitable for Indoor F/F Flying. This event is weather dependant and you MUST be on Laurie Barr's e-mail list. Contact Laurie on 01628 487544 or laurie.barr@emailcentre.co.uk

July 25-26 Model Air Scale Weekend at Old Warden.

All Disciplines Welcome. R/C under 14 kg. Camping and trade. Old Warden, Nr Biggleswade. Contact Mike Reynolds on 01526 323191 or 07775 662955

Aug 1 GRANT Mimloct 'Cloud Tramp' Mass Launch

Worldwide Single Flight F/F Postal Event. Flown at 5.00pm BST, Anywhere in the World. Contact Mike Parker on 01482 654692 . (Dave Rumball usually enters this event and may have further details.)

VERY IMPORTANT DATE.

August 8th & 9th. We have a stand at Ferry Meadows for the celebration of the 21st anniversary of Ferry Meadows (Nene Park). We shall be demonstrating what we do to the general public. This will include something for children to take part in, competition(s) etc. We'll need volunteers to help out, all offers accepted. Please put this date in your diaries.

That's about it for this time around. Thanks again for all your efforts at the Free Flight Nats. Hope the weather stays good for us this season. See you all down on the field. Burn44@aol.com

LOST, FOUND, WANTED & FOR SALE.

Brian Waterland has in his possession a brand new P.M.F.C. sweatshirt, found and handed in at Old Warden . If the owner of said garment wants it back, please get in touch with Brian on 01778-343722

Ray Innes has some items for sale. You can either phone Ray direct , or get in touch via e-mail.

Minicraft tools bench top circular saw £25, transformer for same £15.

Dremel tools multipro 395 (mains not battery) £25, drill stand £20,

table top holder £10, Accessory set (grinding polishing) £5

All enquiries to 01733 235264

E-mail RaymondInnes@aol.com

Law of Logical Argument

Anything is possible if you don't know what you are talking about.

Wilson's Law of Commercial Marketing Strategy

As soon as you find a product that you really like, they will stop making it.

Doctors' Law

If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. Don't make an appointment and you'll stay sick.

PETERBOROUGH MODEL FLYING CLUB

NEWSLETTER- JUNE 2009

F/F NATS SPECIAL



Club Members at the Bowden competition. Missing from the picture are Paul & Jamie Lunnickon and John Wright. John was also otherwise occupied in flying in other events, so had a VERY busy day. Likewise John Ashmore is missing. (sorry 'bout that John) - though his model is present, being held (and propped) by yours truly BN.



John Wright on the flightline.
No pressure then John!



Paul Lunnickon releasing his very pretty Magna.

I acknowledge it like a golfer that's just made a birdie. (Pretentious? Moi?) As I slip through the crowd to fetch the plane I hear one chap say to his mate '45 seconds' and he grins. I'm grinning too! Once again Moley has fetched his model and we're like two 14 year old schoolboys congratulating each other on a great flight. Which it was. Which we are. Back to the waiting club members. Thumbs up all round. Smiles and relief! I can relax now. Whatever happens, I've done my best and can no longer affect anything. The rest of the afternoon goes by in a rosy glow, celebrating with those who fly well, commiserating with those that have bad fortune. A fantastic day. One of the very best. It's a memory that'll stay with me forever. Thanks to all who took part, all who cheered us on, all who made it such a wonderful day.

Bowden Results. Some thoughts and observations on the results.

David Clarke took a picture of the Bowden results, which make interesting reading. PMFC fielded 8 entrants, there would have been 9 but for my inelegant solution to trimming on the Friday evening. Mick Taylor was unable to attend this year, but had he brought along his very able Frankenstein, then we would have been in double figures on the entry sheet. A magnificent effort by the club members.

The top nine scores were only separated by 33 points. Discounting the first place, won by the magnificent Mercury Aeronca, the following 8 places were separated by a mere 23 points. Ian Lever, Brians younger brother and chairman of SAM 35 came 2nd with 175 points, 3rd and 4th were tied at 174. (yes, it was *that* close!). The highest PMFC member was **John Ashmole**, who was 7th with 166. **Brian Waterland** with his new o/d Lula came in at 9th with 152. **David Clarke** was equal 10th with 89 points. This was his 2nd round score, having DNQ'd in the 1st round. This score was only bettered in the 2nd round by 3 other fliers, had he scored similarly in the 1st round he would have placed 2nd overall!! Next year Dave? New member **Martin McHugh** placed equal 12th, right behind Dave, with 88 points. Again, with a similar score in round one he would have scored 176 points, enough for 2nd place overall. Well done Martin. **Tony Wilson** DNQ'd on both rounds, first with a bulky motor, then ground looping out in the second round. As did **Brian Lever**, **Paul Lumsdon** and **John Wright**. As I recall, there were not many flights that were over or under time, a lot of the non-qualifying attempts were caused by ground looping. Contestants were having a real battle to get their models away. Brian Lever's Bandit will leap off their ground in any kind of breeze. Or gale! Once it's off the ground it's away and gone, showing it's contest pedigree. Not this year, like so many others, he found the zero wind conditions very difficult to deal with. Likewise the heat defeated some fliers, their engines flatly refusing to behave. Tony Wilson can start his motors anywhere, anytime. Usually. Not in the 1st round this year though. Talking with the eventual winner later in the bar, he said that the Oliver Tiger in his Aeronca was overheating badly in the 2nd round and he was lucky to get away with it. Also, the Aeronca was his favourite model, and it only ever came out when there was no wind. A normal Barkston Blow and we wouldn't have seen it at all. For all that, a fantastic club effort. 4 members in the top 12. No other club can boast that. Just one thought. Do we each need two models for the Bowden, one for zero wind and sunshine and one for a Barkston Breeze? I'm seriously thinking about it. I hope everyone has got their thinking caps on for next year? My place is booked, and I've one or two ideas to perhaps try out. Tricycle undercars work. Ask Ian Lever! Size works, ask the Junior 60 and similar size model fliers. Mills engines work. Even Indian Mills. Don't they Moley! Timers work. All the top fliers used 'em. Right, I'm off to look at plans.

Well done PMFC. A truly wonderful effort. (Ed)

Law of the Theatre

At any event, the people whose seats are furthest from the aisle arrive last.

Law of Physical Surfaces

*The chances of an open-faced jam sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.
(known around here as the 'Jam Side Down Law')*

Open Glider at the '09 Nats

A report by Ian Middlemiss

Saturday saw sun (!), 6-8 knots and no rain clouds. The disbelieving Peterborough MFC ventured forth in stunned amazement discarding waterproofs, Mae Wests and scuba gear. The objective was the BMFA glider with an entry of 42 featuring Martin Dilly, Chris Edge, Phil Ball.....really scary opposition with demi god status. The PMFC glider team turned up with a Bagley Nova A2 from a kit by Brian Lever, expertly built by Bernie and flown by Ian Lever (secretary of Rossendale M.F.C.). Moley offered a Flashback, an aged but competent, Andy Crisp A2 design. Both models were set up for straight tow rather than circle tow as the circle tow layout was considered to be aspirational and not in true PMFC tradition. Moley apologised for using an electronic Boffin inspired DT with new fangled LiPo, but restored order by complaining that he could only set 180s and not the 150s of the 'max of the day'. The morning was spent trimming and arguing mildly on CG, turn radius and the meaning of life. Both models were completed on Friday and had minimal trimming, as is usual. (*P'boro rules innit! Ed*)

Following a trip to the bar for a courage transfusion, the afternoon saw Ian Lever flying the Nova A2 to its first competition flight, just failing by 3 secs to complete a max. Euphoria reigned for some time. Ian's second flight was marred by Bernie's insistence that multi tasking was perfectly OK and that he could launch and take a phone call at the same time. Well pooh to that, and the model was launched with wings askew and stalled about the sky for a groanworthy 48s. Flight 3 just missed the lift and was down for around 2 mins. Final placing was about 38th.

The Moley flights were far more serious as he had sportingly stripped off down to a pair of 1970 shorts in the MacEnroe tradition and had a proper retrieval bike and binoculars for the timekeepers.....a bit professional thought the onlookers. Using the thermistor users as reference, Moley flew a new model well to achieve 3 maxes. Retrieval on flights 2 and 3 was a nightmare, with copious farmyard excursions and tree scaling in evidence. All in a days work for the active A2 flier and thank you Josh and Martin J for their retrieval efforts. Most impressive and much in keeping with PMFC managed amateurism, a Moley request for a roach pole was taken up by Brian W, who on finding he could not stop on the Ancaster road, drove on and launched it through the passenger window into Dave Bent's grasp. So chuckie next year for Brian? It was the first time that Moley had made a Nats A2 fly-off along with 8 others flying circle towed composite F1A's. At 6.40, lift was sparse and the circle towers messed about for 10mins. Moley walked the straight towed Flashback towards the pack waiting for the zoom and bunt of a perceived thermal. Boffin was spotting and alarmed Moley of the first circle towed zoom. Flashback was launched on this signal but about 5-8s early. Alas, the model flirted on the edge of the lift and was down in just under 3 mins for a final placing of 7th out of 42, the ONLY straight towed A2 in the fly-off.

Nats Quotable quotes.....

- I hand launched the A2 in the camp site for a trimming flight and it went better than I imagined it would and punched a hole in this chaps caravan.
- I put a finger stool on my forefinger to prevent cuts to my picking finger but stuffed my thumb into the prop arc instead.
- The worst thing ever is to get 2 maxes and hang about waiting for decent air for the third.
No its not, its getting 3 maxes and realising that all the other flyoff wallahs are circle towing with VIT, wing wigglers and RCDT.....Ed

IF THERE'S NO I IN TEAM, THERE'S NO F IN LEADER

Such little success as I enjoyed in Open Glider at the Nats (well, it was better than I had ever done before) was due entirely to the Peterborough spirit of my team of helpers.

As far as I could see, they comprised:

Launcher 1, Timekeepers 2, Towline winder-inner 1, Retriever, cycle 1, Retrievers, foot 3, Retrievers, car 2. Rescue of exhausted competitor 1, Taker of card to control 1, Emergency roach pole deliverer 1. Advisors 6, P***taker 1

So, thanks to everybody, even you, Ian M, and I promise not to do it again..... for a bit.

John Ashmole (Moley)

A LEARNING CURVE BIG STYLE BY A LEARNER

Attending the F/F Nats in competition for the first time, I teamed up with my mentor Peter Gibbons, and on the Saturday I was timing for him in open rubber. The first flight he did 1.38, the second he did 1.54, D/Ting very early and from a great height. [humbug] (*is that all he said? Ed*) The third flight, well an easy max at 4.00.

That was lesson 1

The Sunday saw Pete and myself in the P30 class, I was also in the Bowden, but that's another story! Pete had 3 maxes and qualified for the fly off. Me? I had two maxes then blew out.

Lesson 2

Pete, with 3 long retrieves after his maxes had a walk of 45 minutes each time. We moved the launching site back toward the hangers for the fly off. After a brief chat, Pete decided to go for it with me on bins and stopwatch and club mates at the ready. He launched expecting another long walk, but the flight was all over in 1.01 and finished just 80 yards from us.

Lesson 3

Not to be outdone on the Monday Pete was in CO 2. Three easy maxes, then into the fly off with a 2.41 for the SILVER MEDAL well done PETER

Lesson 4 - recoveries

Peter, thanks for all your help. Report by John Wright.



Pete launching his Co2 model into 2nd place in the fly-off. Pete did a fantastic job the whole week-end.



Brian Lever's Nizva being trimmed. (By committee as per PMFC rules!)



Mokey's Flashback being launched in the open glider fly-off. Take-off point was well upwind, right next to the scale flyers who were very accommodating, allowing us to invade their area and launch into the setting sun. Martin J. and Dave B were timekeeping. BVW was the tongue chewing launcher. Mokey, out of shot, was running like a hare... erm... hare. A great day, wouldn't have missed it for the world.

Control Line at the Free Flight Nationals 2009

Back in the late 1950s I went to my first Nats. In those days there was only one Nats and ALL disciplines shared the same airfield. The sight of A2 gliders and Rubber powered models landing in the C.L. Team race circle was quite common. The huge growth of R.C. events, brought about by the invention of Proportional Radio gear, led to the Nats being split into two separate events. All Free flight events (except scale) were moved to the end of May (when all the fields around are full of standing crops) and all the events for Radio and Control Line models (which are most unlikely to stray outside the airfield) stayed at the end of August (when most of the crops are safely harvested).

Fast forward to 2009 and again we had, in a very small way, a combined FF/CL/RC Nats. This was thanks to the efforts of SAM 35 in general and Andy Brough in particular. With the 35th Chapter of the Society of Antique Modellers now a Special Interest Group within the BMFA, Andy was given a position on the BMFA Free Flight Tech Committee and he successfully argued that the airfield was big enough to accommodate Vintage CL and RC without clashes. And so we were granted, "as an experiment" one day of Vintage CL (Speed and Aerobatics only) and one RC duration event. SAM 35 members and its officials (Chairman Ian Lever, President Brian Lever) were "on trial".

Unfortunately there was only 1 entry in Vintage Stunt and it was not run. Peacemaker Stunt faired a little better with 3 entries. This event was won by Vintage stunt flyer Mick Castell who was 19 points (in 280) clear of Brian Waterland with Brian Lever third. Brian W had marginal range and, in the first round his motor quit part way through the last manoeuvre! Brian L still has trouble with his vertical "8"s and has turned them into a sort of treble clef sign.

The CL Speed events were however well supported and flying continued throughout the day. Brian Lever came first in both 2.5 cc and 1.5 cc Phantom speed (the latter despite starting problems with his very quick PAW). Brian W came second in 1.5 cc Phantom speed despite over-propping the motor with a 9" pitch prop he found at Peterborough Model Centre.

The good news is that the BMFA FF Tech committee decided that "we had all done very well" and we can therefore hopefully look forward to even more Vintage CL and RC events at the 2010 Nats.

BVW 29/5/09

More Peterborough Successes at the F/F Nats.

Mark Benns was again National Champion in H.L.G. I've lost count of the times I report this! Another fantastic effort by Mark, who continues his winning ways despite concentrating on the Indoor classes. Mick Page, the perennial competitor, came 4th this year (in H.L.G.) Well done Mick.

Brian Lever entered tail-less with his Rapier powered 'Spook, a flying wing design from the 50's. Seems there is nothing in the rules that prevents reaction powered models being flown, and as ever, Brian was keen to enter as many events as possible. Sadly he didn't appear on the podium, but he did put in 3 very good flights. That's P.M.F.C. spirit for you! Great stuff.

Law of Probability

The probability of being watched is directly proportional to the stupidity of your act.

Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of the Alibi

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

Law of the Result

When you try to prove to someone that a machine won't work, it will.

The 2009 Bowden, A personal perspective.

The Bowden. So straightforward, so simple. Take a sport free flight cabin model, any vintage, any size, power it with an I.C. motor. Fly it for 45 seconds from an R.O.G. That's it. Simple. So why then, do we have so much trouble and so many problems achieving this?

The Nats approacheth, my model is ready, I've re-engined it, now it has a timer instead of guessing the level in a fuel tank. I've repaired the wing, checked everything a dozen times. It's been tarted up, has fresh covering, a new undercart, even shiny fuel proofer. There it sits glistening and ready.

The weather forecast is reassuringly good, perhaps the best in years. My van is packed with models, re-vitted and re-fuelled, tool boxes checked, every little thing I might possibly need is there ready. Off to Barkston. Friday afternoon, meet up with the boys in the campsite. Friday early evening, the traditional trek out to the runway to fly something. (we're here to fly after all). I take my Junior 60. What with one thing and another, I haven't had time to even run the engine, let alone test fly. In truth, I've NEVER run the engine! Set up the model, fuel her up, finger stall on. Flick flick, and she starts! Excellent. Get it running smoothly, fill the little tank and time it. Blimey, she uses fuel like there's no tomorrow! No over-runs here then! Do another quick check with the timer, a 30 second run is easily achievable. More than enough. O.k. test flight. Bands on tight, everything set. Set timer, start engine. Easy peasy. Point her into wind, make sure runway is clear. Release. Smooth take off, slight right turn, no problem. Engine runs well, model climbs away accelerating, bit stronger right turn. It curls around behind us, wing drops further, now the model is banked and not climbing, engine runs powerfully on. Model tightens up in right turn as it comes back over the runway. Wings drops and it spirals in. Into runway. Silence. Mutters of 'Oh Dear' heard from assembled club-mates. One very bent (broken) Junior 60. I don't need to look to know it's flown it's last flight. O.k. No point in paying my entrance fee then is there? Fast forward 40 hours. Sunday, Bowden day. Weather is fantastic. I'll repeat that. FANTASTIC. Hot sun. Clear sky. Little or no breeze. Could it be any better? I have no model, no entry. No problemo, we have 8 members with 8 models ready to fly. I'll be cheerleader. Except Moley had a fantastic Saturday, came 7th in Open glider, flying against the best Britain has to offer. He wants a day of rest, no more pressure for the weekend. Fair enough. Would I fly his model for him? Err... you sure John? He is. I check with the C.D. Stan Horne. Can I fly proxy? Of course sez Stan. Right, I'm on.

Moley's Bowden entry is a vintage model, a Cloud Elf, powered by an Indian Mills 1.3. I grab my diesel box and see if I can start the motor. It floods. It's being a little reluctant. My fault, I flooded it. Getting it firing, but not running yet, fiddle with the settings, choking it, trying again. Eventually I get it firing and not stopping. Ok. Set it up, it responds well, easily holding a smooth setting. Shut it down and start it again. Yep, it's about right. Do it again. And it goes again. Right, I think I can do this. Check the timer, yep, can get a 30 second run. But. The timer has a tendency to self start due to the engine vibration, must watch that. Mustn't forget to check and reset timer. Off to the gathering crowd where the contest will take place. Pilots meeting. Stand lays down the rules, tells us to have fun and calls out the first 3 flyers. Bugger! I'm flying 2nd! Dammit, I wanted more time to fiddle with the motor! Can't be helped. We trek to the runway intersection where we'll be flying. Sun is amazing, sky is a large blue bowl, slightest breeze that comes from anywhere it likes. Crowd milling round, people and planes everywhere. So different from the previous 2 years. Engines being started, tested. I settle myself in a clear spot, can't see anyone else from the club nearby, doesn't really matter, it will later, but not now. Quickly check the Cloud Elf over, everything on straight and true. I have only the time it takes for the 1st flyer to go before I'm on. Concentrate! Fill the tank. Start the motor. DON'T FLOOD IT! She burps, then starts, holding a setting. I let her run for a few seconds. Stop the motor. Start it again. I let it warm up whilst I try and see what's happening on the flight line. The first flyer up, Billy Hanshaw, has got his model away, and the onlookers are onlooking. Right buddy boy, yer up! I grab the fuel bottle, a rag and my finger stall, carefully pick up the model (don't puncture the tissue now!) and head out to the flightline as Stan's helper calls my name. Faces turn my way, I even hear some club members voices yelling encouragement. Ok, we're on. Stan greets me and I say something, no idea what. Concentrate! Concentrate!

I fill the tank, set the timer, turn the engine over, DON'T FLOOD IT! I wipe my hands, settle back on my haunches and look up at Stan.

Stan says, 'Are you ready?' 'Yup'. 'Ok, your time starts now'. And he presses the stop watch. I bend to the task. Turn the prop over. She's not flooded. A strong flick. And away she goes! First flick. You Beauty! I check the settings, it sounds fine, leave well enough alone. Check the timer!! It's self started, no problem. Reset the timer. A full 30 seconds. Face her into wind. (the faintest of breezes) check we're clear. Start the timer and release. Don't push, just lift away my hands and let her fly. Off she goes. Dead straight. Hmmm, maybe a touch left. She lifts away smoothly. All eyes watching her. I grab my fuel bottle and rag, watching her climb away on a smooth left turn. Lovely. Arcing against the clear blue. Time to leave. I say 'Thank you gentlemen' to the officials and head out to where she looks like she might be going. Through the assembled watchers. Lovely flight, Moley has her trimmed to perfection. I have no idea of the time. None at all. Engine stops, she transitions into a glide. That's smooth as well. Away downwind, maybe 200 yards? 150? Not far anyway. Moley has legged after it. I meet him on the way back. Both of us grinning like idiots. Chattering away. 'Excellent flight'. 'what a beauty'. 'what was the time?' 'no idea'.

As we get back to where I've plonked my kit, we hear people saying 55 secs, 52 secs. I'm chuffed. Not perfect, but not bad at all. Time to relax. Think about the flight. It was a perfect pattern, all that it needs is a little less engine run, say 25 secs, leaving 20 secs for the glide/landing. Easy peasy, we have a timer!

Settle back to watch the rest of round one. Lot's of flyers having problems in the heat and zero (or near zero) wind conditions. Ground looping by all sorts of models, even ones that you wouldn't expect to do it. Baulky engines, despite the best efforts of the owners. And in amongst the problems, some really good flying. REALLY good. We watch a Tomboy get in a thermal and it drifts down the main runway getting higher and higher. It makes an easy max. sadly it needs to do 45 seconds not 4 minutes. There is a scale Aeronca that puts in a magnificent flight. That's the one to beat. Lunch time and we break for an hour, the second round starts at 2 (or was it one? I forget) much chat, the club members meet up, photos are taken, tales are told of joys or sorrows in the first round. What went wrong, who is where, what needs to be done. A thermal comes thru and turns the resting models over, but no real damage is done. We wait for Round 2. All of a sudden, round two is on us and the flyers are being called. I've started the engine, let it run a while. We discussed the time and reckoned 25 secs is about right. I'm up 3rd this time, Brian Waterland has to leave for his grandchild's First Birthday Party and he needs to get in his 2nd flight. I watch him as he does his well practised thing and it all goes smoothly. Well done Brian. Number 2 goes out to fly. And he ground loops all over the place. He abandons the attempt and all of a sudden I'm up. Dammit! That was quick! I haven't kept the engine warm! Too late now, gotta go. I pick up fuel bottle, rag and model and walk out to the adjudicators. I smile and do my cheery hale-fellow-well-met bit. Ok. Here we go, concentrate now. I fill the tank, check she's not flooded and look up at Stan. Bugger, I've forgotten my finger stall! I tell Stan. 'Go and fetch it then!' (he didn't add 'stupid boy', he didn't have to!). I leg it back and return avec stall. O.k. relax, concentrate! Tank's full, timer is set. Stan gives the go ahead. I start flicking. And flicking. And flicking! Dammit, she's cooled down on me. Relax! DON'T FLOOD IT! Flick flick, choke flick. It fires. Nearly there. Keep calm and carry on. Stan hasn't given me the 1 minute warning yet, or if he has I haven't heard it! Run-you-damn-silly-Indian-Mi.....There. She's going. On song and smooth as you like. You Beauty! Check the timer, again it's self started.

No problemo. Wind it up to the full 30 secs and then let it run back to 25 before release. Check the tank first!! Yep. Lots of fuel. Ok. Start the timer. Yep. Watch it 28,27,26. and GO. I lift away my hands and off she goes. Same pattern as before, perhaps a tad smoother. She lifts off and curls away left. Up and around, over our heads and begins her 2nd circuit. I leave the flight line more slowly this time, walking slowly back toward the crowd. Watching as the engine stops and she settles smoothly into the glide. This is a cracking good flight. Smooth as silk. She heads back into the smallest of breezes, settling gently into the long Barkston grass. Just as she's about to land, she hits a bump in the air and rears up. Noooooo not now!! Get down you silly plane! She recovers but barely and lands into the grass. I hear applause.